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SIXPENCE

THE KING'S ILLNESS (happily only a mild attack of gastric influenza, but due, as some may suspect to a vitality lowered by overwork) and the fact that Her Royal Highness the Duchess of Gloucester has been advised by her doctor to take a complete rest will at once provoke the reflection that, admirable as may be our institutions, they are rather apt to put an undue strain on our Royal House, whose readiness to respond to the multifarious calls of duty ought by some means or the other to be saved from what too often tends to become excessive exploitation in the so-called interests of State. This is a matter that His Majesty's subjects throughout the Empire must sincerely hope will receive in the future the earnest consideration of His Majesty's Ministers and medical advisers.

THE RECENT DEBATE in the Commons on the parlous outlook to-day for British shipping revealed the genuine anxiety that is felt in so many quarters, irrespective of party divisions, concerning the grave decline in our mercantile marine. And, while Government speakers naturally endeavoured to depict the situation in less lurid colours than those set out by their critics in the House, Mr. Oliver Stanley, one is glad to note, found it necessary in the end to explain that the phrase "not unsatisfactory," employed by Sir Thomas Inskip on a previous occasion and by the Parliamentary Secretary to the Board of Trade in the course of the debate, did not imply any "complacency" of attitude towards the question of safeguarding a great national industry. "Even if," he said, "our mercantile marine was sufficient for all emergency should it come, he agreed that they wanted something more than sufficiency—a good margin of security as well. He welcomed the indications given in that debate of the realisation by members of the Opposition of the gravity of the position and their implicit acquiescence in and support for measures which it might be necessary for the Government to take to help the industry." There is more than a hint here that the Government intend moving in the matter when they have finished the consultations now in progress with the Dominions Governments. One may welcome these indications of definite action on the part of Whitehall. At the same time it is to be hoped that that action will not be too long delayed at a time when Lloyd's Register records a further considerable decrease in the shipping under construction in Great Britain, and Printing House Square bewails the lamentable fact that "ships have come to rank among the imports of this country instead of holding their traditional place among the exports."

BRAVO THE R.A.F.! While Mr. Howard Hughes and his companions have been making their sensational attempt to put a girdle round the earth in record time, the R.A.F. have quietly and unostentatiously established a number of remarkably fine air records. First there was the non-stop "development" flight of four Vickers Wellesley aircraft, under the command of Squadron-Leader R. Kellett, over a distance of 4,300 miles from Cranwell to Ismailia by the roundabout route of the Persian Gulf. Then the eleven Hawker Hurricane fighters of No. 111 Squadron, going to the Villacoublay aerodrome to give an exhibition of formation flying, put up a new record for the England to France crossing with a time of six minutes over the hour and later, on their return to England, established yet another record with a flight lasting fifty-one minutes. Obviously with these achievements to its credit in what might be almost called the routine performance of the duties assigned to it the R.A.F. has every reason to be proud of the present-day efficiency of its squadrons and its machines. And that, too, is a comforting thought to a public which has had cause to be perturbed over the Government's rate of progress in strengthening our air arm.

THE QUEST FOR HOLIDAYS of an unusual and different kind is at its height just now, and many and ingenious are the means by which we in this country try to escape the dreary dullness of the common round. It would be hard, however, to conceive of any relaxation more complete than that of trail riding in the Canadian West. The pastime is brought to mind by the announcement that the annual Trail Ride for 1938 is to be held between July 29th and August 2nd. These Trail Rides have for the past fourteen years attracted holidaymakers from many parts of the world. The Trail Riders are an organisation of horsemen and nature-lovers who, with the co-operation of the officials of the National Parks of Canada, make known the trails through forest and canyon where no motors can penetrate. This year the trail will take in a section of the Banff National Park, Devil's Gap and the Ghost River. It is an Indian trail which was much traversed in the days of the fur traders, and passes through some of the most wonderful mountain scenery in the world. The riders travel with a pack horse outfit, carrying tents and cooking equipment. Camp is set up each night and meals are served round a roaring camp fire, just as in the early days of Western pioneers. More than 2,500 miles of these trails have been standardised by the Canadian Government without any evident sign of their having been standardised at all.

Books of The Day

THE HAPPY TRAVELLER

THERE are many types of the happy traveller.

Mrs. Clare Sheridan represents one of them, the type that takes an intense interest in her human surroundings and finds nothing alien or repellent in, but only full sympathy and understanding for, new and strange ways of life. Thus it is that she can easily feel herself at home among the Arabs of the Sahara or the Red Indians of the United States and Canada. She went to America as a sculptress, having been told of a Rocky Mountains colony of artists who used Blackfoot Indians as their models. When she left America she did so as a member of this Red Indian tribe and as a keen champion of the whole Red Indian race. For several weeks she lived with a Red Indian family on the Blood Reservation in Canada, and not only thoroughly enjoyed her experience but managed to win the confidence and affection of the family whose little ranch house she shared. She gives us a delightful account of her meetings and conversations with various Red Indian characters, and her book contains some remarkably fine photographic illustrations, these including several reproductions of her work as sculptress ("Redskin Interlude," Nicholson & Watson, 15s.).

Colonel Alexander Powell is another type of happy traveller, the type who must always be on the move because he cannot resist the lure of "going places and seeing folks." Still Colonel Powell has had to make time for the writing and bringing out of his books and, as he has now written some thirty of them, one has some idea both as to his considerable activities as a writer and the extent of his travels. The thirtieth and last is called "Free Lance" (Harrap, illustrated, 10s. 6d.), and makes very good reading because of its author's easy style, vivid powers of description, fondness for anecdote and well-equipped mind. It is a sort of summarised version of many past adventures of a very varied nature, from filming in the Dutch Indies to visiting Haile Selassie in Abyssinia, crossing Central Africa and interviewing Mussolini, Hitler, the Pope and King Zog of Albania.

Miss Theodora Benson must also be included among the happy travellers, for she is so obviously and so sincerely enthusiastic about all she sees ("In the East My Pleasure Lies," Heinemann, illustrated, 12s. 6d.). She even feels constrained to apologise for her enthusiasms and her possible lack of discrimination. But there was really no need for that, since she succeeds in her pleasantly discursive manner in making her readers share in her enjoyment. She had no settled plan for her travels, but moved about as fancy or opportunity dictated. She liked both the natives and the whites. She travelled in native buses across Sumatra, saw the oldest stone temples in Java, joined an archaeological expedition in Celebes, was

a spectator of dances in the Sultan's Palace, and participated in a funeral feast at Bali. Finally, she flew home in one of the machines of the Royal Dutch Air Lines.

And yet another happy traveller was the late Dr. Temple Utley (psychologist and specialist in mental disease), whose way was of the sea and who carried a brave and gay heart in a constitutionally weak frame ("A Modern Sea Beggar," Peter Davies, 9s.). He made his voyage to the South Seas in the yawl *Inyala*, bought and presented to him by a friend. At Suva he found medical work on shore, and then caught an infection and died (1935). The book has been compiled by his wife and sister out of the articles and letters he wrote while on his voyage, and, apart from the interest of this record to those who love to sail the seas in small ships, the book has its undoubted appeal as revealing a vivid and attractive personality endowed with the faculty of winning the love and affection of all with whom he came into contact.

SECOND BOSTON TEA PARTY

History tells us of the famous Boston Tea Party of 1773, which was one of the preliminaries to the outbreak of the American War of Independence. But apparently there was yet another Boston Tea Party—in March, 1774. This fact has been discovered in the course of preparing the history of the ancient firm of Messrs. Davison, Newman & Company, now incorporated with the West Indian Produce Association ("At The Three Sugar Loaves and Crown," by Owen Rutter, published by Davison, Newman & Co., 14, Creechurch-lane, London, E.C.3, 5s.). Mr. Rutter's researches into the firm's past brought to light among the old documents in the Public Record Office a petition addressed by the firm in the year 1774 to the King asking for compensation for the loss of sixteen chests of tea consigned to the brigantine *Fortune* and cast into the sea in Boston Harbour on March 7 that year by "a great number of persons, many of them disguised and dressed and talking like Indians, armed with axes and hatchets." Whether the compensation petitioned for was ever granted is unknown. The loss in any case could not have been very heavy for a firm whose partners in those days were busy making large fortunes. Mr. Rutter quotes the Annual Register for 1779 as making the comment on the death of Abram Newman that he was "a happy instance of the wonderful powers of accumulation by the steady pursuit of honourable industry. Without speculation or adventure he acquired £600,000 as a Grocer." And William Thwaytes who, on Abram Newman's death, became sole owner of the firm, was worth, when he died in 1834, something like £300,000, "which," remarks Mr. Rutter, "as a return on an initial investment of £500, might well have satisfied the most acquisitive of the Forsytes." The three golden sugar-loaves surmounted by a crown still survive over the old shop in Creechurch-lane as a sign of the antiquity of a firm that has sold its goods to the citizens of London under fourteen Sovereigns without a break.

THE ART OF LIVING

Dr. Lin Yutang is an exceedingly agreeable link between East and West and, though the poet assures us that never the twain shall meet, Dr. Lin Yutang is himself proof that the saying is not wholly correct. He at any rate has been able to absorb something of the West, even if in his philosophy he is sturdily Oriental. He can write English with a fluency and charm that at once arouses the reader's appreciative admiration. He has wit and humour at his command and the art of thoroughly sugar-coating any pill of criticism that he feels impelled to administer for the good of his Western audience. All this no doubt accounts for the success he achieved with his book, "My Country and My People," in which he sought to interpret the East to the West. In his new book, "The Importance of Living," (Heinemann, 15s.), he sets out to infuse into our Western civilisation some of the principles to be derived from what he holds to be the highest ideal of Chinese culture. The only function of philosophy, he says, "is to teach us to take life more lightly and gaily than the average (American) business man does." He contrasts the "carefree, idle, happy-go-lucky and often poetic temperament" of the Chinese scholar with the inability of the West to get the true enjoyment out of life. He would have the West show more of the Chinese "sense of detachment towards life," based on a sense of "wise disenchantment." He is primarily addressing an American public whose hustling, bustling way of life moves him to gentle irony. But his book is certain to be widely read on this side of the Atlantic because of the fascinating manner in which Dr. Lin Yutang proceeds to expound his hedonistic philosophy. There is much sound criticism in the book of some of the manifestations of a "machine civilisation," and, if there is much also on which West and East may agree to differ, Dr. Lin Yutang is far too entertaining a philosopher ever to arouse very serious contention. And it is flattering to Englishmen to discover that in classifying the nations for their meritorious characteristics, Dr. Lin Yutang places England right at the top.

NEW NOVELS

When Mr. Victor Canning's genial and good-hearted hero Mr. Finchley goes a-roaming we know we are in for an entertaining story of piquant adventure and for some pleasant descriptions of the places Mr. Finchley visits. "Mr. Finchley Goes to Paris" (Hodder & Stoughton) fulfills all the expectations of Mr. Canning's public. The story is told with all Mr. Canning's wit and humour and lively imagination, among the incidents being the temporary abduction of Mr. Finchley and the small boy he has found himself forced to take under his wing.

Mr. Robert Flaherty's name has hitherto been associated with the production of some fine film stories—"The Man of Aran" and "Elephant Boy" among others. Now he has ventured into the field of fiction with a realistic story that reads like the record of actual exploration. The tale is called "The Captain's Chair" (Hodder & Stoughton) and is concerned with exploring adven-

ture in the Canadian sub-Arctic, in the Hudson Bay-Labrador region. Mr. Flaherty has the gift of making his readers feel they are sharing in the struggles and experiences of his various characters.

Those who listened in to Mr. Francis Durbridge's exciting serial radio play will doubtless be delighted to read the story in its novel form: "Send for Paul Temple" (Long). It is a clever mystery story in which the identity of the master criminal is successfully hidden till the concluding chapters.

"The Soul of Cezar Azan," by Alun Llewellyn (Barker) is the story of a company of bull-fighters in Provence. Cezar, the hero, is a simple, pathetic figure who longs to be able to emulate the proud antics in the ring of the principal bull-fighter Eladio, who excites both his envy and his admiration. He is driven at last to murder Eladio because the latter steals the girl he himself loves. Then comes his remorse and his determination to expiate his crime by a glorious death in the arena. Cezar has his hour because Eladio seems to live in him. An excellent story, distinguished for its quietly effective characterisation.

BOOK BY A SCHOOLBOY

Alexander Comfort has had the unusual distinction of having a book of his published while he was still at Highgate School. This is called "The Silver River" (Chapman & Hall, 5s.). It is the record of a trip to the South Atlantic, which he obviously enjoyed. During that trip he noted down his impressions and experiences day by day, and his book reveals him as gifted both with keen observation and the ability to convey what pleased and interested him to his readers. At Highgate he had a master who encouraged him in his writing, and to this good influence no doubt is due this youth's smooth and easy style of expressing himself. After this successful early plunge into authorship one will expect to hear more of Alexander Comfort.

THE "RAG" TRADE

Miss Ethyle Campbell spent some years as fashion-goods buyer in what is familiarly called "the Rag trade" and, in her lively, racy, very readable and instructive book, "Can I Help You, Madam?" (Cobden-Sanderson, 8s. 6d.), she both sets out the problems of the Fashion world and presents the workers' standpoint. She has much to tell us of her experiences with retail customers, wholesalers, assistants and dress designers, and some of the subjects she deals with are peculiarly intriguing. For example, Are Sales Really Genuine or The Approval Racket and Why is a Kleptomaniac? In her last chapter she sums up Fashion as being "in its way contemporary history," and proceeds to illustrate the truth of this statement by showing how Fashion has been influenced by recent happenings in the world.

PUBLISHER'S PLANS

Macmillan announce a complete edition of the Greville Memoirs for October. The editing of the Memoirs was begun by the late Mr. Lytton Strachey and has been completed by Mr. Roger Fulford.

Round the Empire

CANADA'S FUR INDUSTRY

THESE are queer days for thinking of fur coats. The industry which, however, supplies milady's needs in this connection is actively preparing for the coming season, and Canada is in the front rank of the countries concerned. In the general overhaul of the statistics dealing with the industry, it is shown that Canada believes that the warmth which defeats temperatures as cold as charity begins at home. Last year, for example, Canadian women bought more new fur coats than ever before. As this might also be taken, perhaps, as an indication of the rising tide of prosperity, it is all the more significant. The average price paid was £18. The total value of the fur goods industry output in Canada ran to nearly £3,000,000, a gain of almost £400,000 over the preceding year.

Men, too, apparently, still go in for fur coats, although this plutocratic touch is not so much in evidence as it was. Last year, for example, Canada's output of fur coats for men ran to just under six thousand.

ROADS TO THE MINES

The mining industry of Canada has become a major contribution to world economy, and every effort is made by the Government to encourage it in all its branches. It has just been announced, for example, by the Department of Mines and Resources in Ottawa that the practice of setting aside sums of money for the improvement of transportation facilities in the mining areas is to be continued again this year to the extent of a quarter of a million pounds. The money is to be spent mainly on the construction of roads and will be administered as a subsidy to which the Provincial Governments also contribute.

Initiated a couple of years ago, this joint programme has been a material aid in expanding the daily tonnage of gold and other metallurgical plants throughout Canada. Upwards of one hundred producing gold mines have been given the improved road assistance essential to profitable operation, and active development has been encouraged in many promising mineral areas hitherto devoid of suitable transportation facilities. This year—and this is a significant point—a very substantial part of the money is being spent in the Prairie Provinces.

SAYING IT WITH FLOWERS

Canadians in a literal sense are strewing their paths with roses. Last year they spent over £150,000 on 14,000,000 of them—to say nothing of the roses grown and left uncut in the gardens. The rose, indeed, is the most popular flower in Canada, for their total far outstrips the 4,300,000 carnations, the 4,000,000 chrysanthemums, the

2,400,000 tulips, the 2,300,000 daffodils and the 2,200,000 sweet peas which Canadians also bought last year. Orchids, with an average value of £13 per hundred, were the most costly flowers in which Canadians indulged, followed by gardenias at £4 per hundred and lilies at £3 per hundred. The figures are the more remarkable in that they deal only with the sales of cut flowers grown indoors. The record, which has just been published, deals with 32 kinds of plant and shows that nearly 52,000,000 blooms were sold for something like £400,000. Under the heading of cut flowers grown out of doors, the sales were reported at £9,000, gladioli being the largest single item in a total of nearly 3,000,000 blooms.

Lest, however, the impression should gain ground that the flowers of Canada are assessed purely as commercial items, a cheerful comment on the point has been issued by one of the Canadian Government Departments: Though the money spent on cultivated flowers by those who cannot or do not grow their own, it says, is impressive as an indication of Canadians' love for flowers, it is relatively a small item in summing up the intrinsic value of flowers. The amateur gardener derives a joy which cannot be measured by money, and to those who visit the Canadian woods, the wild flowers are a constant source of pleasure and interest. From the dainty hepatica, which bursts into bloom as soon as the blanket of snow is removed, to the purple aster which presages the dying autumn, Nature supplies an ever-changing and widely varied association of flowers, each growing at its own season and in its own habitat and geographic range. In the National Parks of Canada, extending from the Cape Breton Highlands to the Rocky Mountains, the wild flowers lend to the landscape touches of colour which stand out in delightful relief against the green foliage of the forest or the grey rocks of the alpine uplands. To those who know them, the finding of a flower in a strange place is like meeting an old friend away from home. It can be confidently said that the flowers of the forest and the field contribute as much to the pleasure of Canadians and those who visit our woodlands as do the flowers that are grown and sold on a commercial basis.

INDIAN PRINCES' CHAMBER REFORM

The Reorganisation Committee of the Indian Chamber, recently sitting at Bombay under the presidency of the Maharaja of Bikaner, issued the following *communiqué* at the conclusion of its proceedings:—

"Every aspect of the various problems which engaged the attention of the Committee was fully and carefully examined, and the discussions which took place were of the most free and most frank nature, all points of view having been fully ventilated. The result was that all members of the Committee were of one mind as regards the urgent necessity of creating unity among the States and making the Chamber of Princes fully representative of the States of India. The Committee concluded its labours in a happy and cordial

atmosphere and there are to be no majority and minority reports."

Among the resolutions passed by the Committee were the following: "In view of the urgent necessity of creating unity among the States and making the Chamber of Princes fully representative and ensuring concerted action by the States, this Committee is agreed on the need for reconstituting the Standing Committee of Princes and for constituting a permanent Committee of Ministers. With these objects in view, this Committee resolves and recommends that the following proposals be given effect to. The Princes' Standing Committee shall be reconstituted as follows: The total number shall be 25 consisting of 15 seats for the States specified in Schedule A and 10 seats for the remaining States in the proportion of three of the former to two of the latter.

"Out of the 15 seats for the first category of States, five shall be reserved on the basis of one seat each, for the five States enjoying dynastic salutes of 21 guns, and constituting separate units. Ten seats shall be allocated to the remaining 19 States in this category, subject to the proviso that none of the following five groups of States shall remain unrepresented at any time: (1) Southern India and Deccan States; (2) Rajputana States; (3) Central India States; (4) Punjab States; (5) Western India and Gujarat States. These 10 princes shall be elected by the rulers of all the 24 States shown in Schedule A. The voting for the election of these seats shall be by registered post, the voting papers to bear the signature of the voter. The voting papers shall be so posted as to reach the Secretary of the Chamber of Princes at least two weeks before the date fixed for the opening of those papers at an open session of the Chamber, which shall, after the elections are announced, give formal recognition to the election so effected.

"The balance of 10 seats out of the total of 25 shall be allocated to the remaining States in the manner prescribed in Schedule B.

"Schedule A States: (1) States which have been given individual representation in both Houses of the Federal Legislature, as provided in the Government of India Act, 1935 and (2) the revenue of which was one crore or more, as shown in the Government of India Memoranda on the Indian States, 1930, and which according to the census of 1931, had a population of 500,000 or more, shall be allocated 15 seats on the Princes' Standing Committee and 15 seats on the Committee of Ministers.

"The following is a list of the States which satisfy the tests specified in the preceding paragraph: 21 guns: Baroda, Gwalior, Hyderabad, Kashmir, Mysore; 19 guns: Bhopal, Indore, Kolhapur, Travancore, Udaipur; 17 guns: Bahawalpur, Bikaner, Cochin, Cutch, Jaipur, Jodhpur, Kotah, Patiala, Rewa; 15 guns: Alwar; 13 guns: Bhavnagar, Cooch Behar, Junagadh, Nawanagar.

"Schedule B. States: The 10 seats allotted to the States not included in Schedule A shall be distributed as follows: (1) Southern India (division IX) and Deccan States (division XIII) one; (2) Rajputana States (division XI) 2; (3) Central India

States (division XI) including Benares, 2; (4) Western India and Gujarat States (division XII) one; (5) The Punjab States, including Tehri (division XIV) 2; (6) Eastern India States (divisions XV and XVI) including Rampur and Sikkim, one."

MISPECKEL AND DIASPORE

The long list of minerals known to exist in Southern Rhodesia has recently been extended by the addition of four new ones. Though of no considerable immediate commercial value, they nevertheless possess potentialities. Each year additional minerals are brought into economic use by industrial needs and the discoveries of chemists. The new Rhodesian minerals have somewhat alarming names. One is Cobaltiferous mispeckel; another is Chromiferous diaspoire. The third is Stellerite and the fourth is Langite—a basic sulphate of copper. No doubt, when they become better known these minerals will be given "pet" names that will be easier to remember.

SHRINE TO NATIVE MARTYR

A shrine to a Southern Rhodesian native martyr has been dedicated at St. Bernard's Mission, Marandellas, in the presence of the Governor, Sir Herbert Stanley. The shrine is on the site of the hut of Bernard Mizeke, the first Christian teacher at the mission, who was murdered there when the Mashonaland Rebellion broke out in 1896. Bernard Mizeke, a native of the country near Laurence Marques, was baptised in St. Philip's Church, Cape Town, in 1886. He became a student at the famous Zonnebloem College, and five years later volunteered to go with Bishop Knight-Bruce to the eastern part of what is now Southern Rhodesia. Soon after he took Bernard to the kraal of Chief Mengwendi who consented to the establishment of a mission school under Bernard. Everything went well for a time until Bernard who, with more zeal than tact, opposed any custom inconsistent with Christianity and came into conflict with the spiritual head of the tribe.

About 1895, Bernard, after a dispute over some goats that ruined his crops, left the chief's kraal and moved to the sacred spot where it was customary to offer sacrifices to the spirits. He cut down the "sacred trees" and used the "sacred water" from the spring. The children's attendance at his school dwindled but, in spite of warning, he persevered at his post until, on June 18, 1896, he was attacked in his hut and mortally wounded. For years on the anniversary day it has been the custom to celebrate the Holy Eucharist at this site, which two years ago was consecrated.

EIGHT MILES WITH TAPES

An interesting bit of scientific work has recently been carried out near Salisbury, in Southern Rhodesia, when four surveyors measured, with tapes, a geodetic base line, approximately $7\frac{3}{4}$ miles in length. The work occupied a month, the base being measured in both directions. The calcu-

lated probable error of the final result is estimated at 0.013 feet — or about one-seventh of an inch. Geodetic bases are the foundation of the trigonometrical survey of any country, which in turn forms the basis controlling surveys for land titles and geological, aerial and topographical surveys. Tapes used in measuring a geodetic base are made of a special alloy which is not so susceptible to changes of temperature as ordinary steel. With the aid of a powerful microscope, readings to one five-thousandth of a foot can be taken on the tapes recently used in Rhodesia. Meanwhile temperatures were read to one-tenth of a degree. The geodetic survey of Southern Rhodesia, which will take about 50 years to complete, is a part of a vast geodetic chain that, one day, will stretch from Archangel to Cape Town.

ONLY 3 PER CENT. UNEMPLOYED

Only three per cent. of Southern Rhodesia's white male population were unemployed in 1936. According to the Colony's latest census of population, under which an analysis of unemployed has been published, of the 20,436 gainfully occupied European males, only 657 were out of work. Of the 4,675 gainfully occupied European females, only 106, or two per cent., were unemployed. Since the taking of the census unemployment has fallen almost to vanishing point.

RHODES'S FUNERAL FLAG

Mr. G. M. Huggins, Prime Minister of Southern Rhodesia, has presented to the National Museum of Southern Rhodesia in Bulawayo, the flag which was used to drape Cecil Rhodes's coffin. Other recent acquisitions of the Museum include Dr. Jameson's pocket surgical case, an autographed letter of Thomas Baines—an early African traveller and artist—and gold beads from the mysterious Zimbabwe ruins.

BUYING BRITISH

Southern Rhodesia increased her purchases from the United Kingdom by 50 per cent. in the first quarter of this year compared with the same period in 1937. Of Southern Rhodesia's total imports, 72 per cent. is now purchased from British countries. During the first quarter of this year the Colony's imports from British countries as a whole rose by 40 per cent., compared with those of last year, the value rising from £1,132,094 to £1,588,041. This increase was due to a rise in imports from the United Kingdom of £346,044—a 50 per cent. increase.

AIR DEVELOPMENTS

Long-distance air transport has just reached, and passed, another milestone in its history—this being the nineteenth anniversary of the first non-stop aeroplane crossing of the North Atlantic, between Newfoundland and Ireland, by those famous pioneers, Alcock and Brown. When they effected their history-making flight in June, 1919, civil aviation was in its earliest infancy, prepara-

tions being in hand at that time for opening, between London and Paris, the world's first daily air service for passengers and freight. To-day more than 300,000 miles of air-lines are in operation throughout the globe; while another stage in the air conquest of the North Atlantic will come this summer, when *Mercury*, the upper component of the Short-Mayo composite aircraft, carries out its first non-stop ocean flight from Ireland to Newfoundland, and on to Montreal and New York.

Air progress in Africa is illustrated by a new air-line which has just been opened for traffic between Bathurst and Freetown on the west coast. This service has been established by Elders Colonial Airways, and is being operated for them by Imperial Airways. Passengers, mails, and freight are being carried, and there is a connection at Bathurst, for mails only, with the D.L.H. Europe-South America service. All recent reports indicate the growing "air-mindedness" of Africa, and the increasing use of air transport by the commercial world; a considerable growth being reported in the chartering of special aircraft not only for business but also for pleasure flights.

While upon the subject of Africa, it is interesting to note that photostat copies of three rare maps of Africa have just been presented by Imperial Airways to the Rhodes-Livingstone Institute of Livingstone, North Rhodesia. The attention of Mr. C. E. Reeve, London agent of the Institute, was directed to these maps by articles appearing recently in the Press. Mr. Reeve saw the maps, which show various regions in very great detail—including native villages, trails, and caravan routes—and intimated that, if the Company could present copies of them to the Institute, they would be most welcome for their educational and historic value. Accordingly, Imperial Airways had photostat copies made of the maps, and these will be placed in the Museum along with other exhibits connected with the lives and work of Rhodes and Livingstone.

A huge pneumatic rubber tyre, 60 ft. long, is to be used as a fender at the Southampton docks to avoid any risk of damage being done to the Imperial flying-boats by bumping, when they are moored alongside the dock. Actually four tyres in all are under construction. Two are 60 ft. long, and two 8 ft. long. They are about 30 ins. in circumference.

The value of the aeroplane in medical air work was shown recently when an aircraft operating for the Australian Inland Mission brought in for hospital treatment two patients from an outlying area which it had been found impossible to reach by road owing to the existence of floods.

An air ticket 6 ft. 8 ins. long has just been issued by Imperial Airways to an Empire passenger. The traveller who thus receives two yards of air ticket is Mr. A. W. Lang, an official of the Air Ministry who is going out to Africa to carry out a survey for his Department. He will fly to Lourenco Marques, and then return to London, stepping off at each alighting area on his way back. Each of these step-offs adds four inches to his ticket, which comprises twenty sections. It is the longest ticket issued so far by Imperial Airways, and it covers three months of intermittent air travel.

Your Investments

STERLING-DOLLAR INFLUENCES

MANY well-informed City men believe that yet another stage has been reached in the slow process of repairing the broken machinery of international trade. Last week's miniature boom on the Stock Exchange was based first of all on the better omens for European peace to be observed in the Anglo-German debt agreement and the reception given to non-intervention moves in Spain. But it was quickened by reports that Anglo-American agreement was practically a *fait accompli* not only on trade questions but also on the future of the sterling-dollar exchange. Certainly the rapid upward movement in the dollar is significant and it not only lent strength to American securities but it also had a good effect on commodity prices for which, only a week or two back, a cheaper dollar was regarded in U.S.A. as essential!

Once again the price of gold rose to over 141s. per fine oz. and buying of established South African gold-mining issues—largely on Paris account—appeared thoroughly justified. Gilt-edged rose to the highest levels for the current year and the whole position presented something of an anomaly. Investors should take less note of an upward movement in British Government stocks than of a gradual rise in industrials. When this occurs the true foundations of Stock market recovery will have been laid.

SHIPPING ATTRACTIONS

If the market's belief in signs of revival of international trade on the distant horizon is justified then shipping shares are not receiving the attention they deserve. One of the soundest shares in the list, Furness Withy, responded very little to the raising of the dividend from 3 per cent. to 5 per cent. for the year. As Furness Withy always adopts a most conservative depreciation basis, the hall-mark of sound shipping finance, the market has become accustomed to look for a low dividend yield basis. At just under £1 the units yield well over 5 per cent. allowing for accrued dividend and as a lock-up investment they have few superiors. P. & O. at 22/6 for the deferred units should also prove a profitable purchase in the long run. It seems that eventually something very drastic will have to be done to regain this country's shipping position and the large and efficient companies should benefit as well as the lame ones.

NEGLECTED STEELS

Another section which has been out of favour for some time is that for Iron and Steel shares. Cer-

tainly there was a large "bull" account in this section, but all this must have been exhausted by now and the industry's position is by no means so bad as some maintain. Guest Keen's Chairman spoke quite frankly of the large stocks to be absorbed before last year's profit level could be attained. But the companies realise that 1937 was an abnormal year in that so much acute shortage had to be met. Last year's prosperity has not only taught valuable lessons but it has also enabled the industry to improve its efficiency and organisation. In the future it will be a far more potent factor in international trade. Depressed for some time by the Richard Thomas uncertainties, the 4s. units of Baldwins now at 6s. should go ahead, for last year's 10 per cent. dividend was earned with a big margin and the yield of 6 2/3rds per cent. is generous. Consett Iron at 9s. yielding well over 7 per cent. is another share apparently well undervalued. If the view is held that the trade decline in this country has been checked, it is time to pick up these shares again for the next upward swing.

AIRCRAFT PROSPERITY

So often have aircraft shares been mentioned in these columns as offering obvious attractions for some years ahead on armament orders alone, that it is almost unnecessary to draw attention to the doubled Handley-Page profits and the further capital bonus of 50 per cent. The long-term future of the industry appears to be bright enough to justify an expectation of almost continuous expansion by the leading companies. Short Brothers (Rochester and Bedford) 5s. shares are in favour at around 42s. yielding 4 1/4 per cent. on the strength of reported increased British Government contracts. Hawker-Siddeley have come up to 28s. and a further rise to something nearer 34s. in the not too distant future is anticipated. As a speculation Hawker-Siddeley options at just over 2s. offer considerable scope. D. Napier 5s. shares are another useful speculative holding at anything around 10s. or under. The company is once again expected to pay a dividend on these shares shortly and as they almost regularly touch 15s. each year they are promising for capital appreciation.

COVENT GARDEN FINANCE

Hardly a year passes without further expansion by Covent Garden Properties Company in the way of a huge purchase of properties necessitating permanent finance. The company is now to make an issue of £1,000,000 of 4 per cent. debenture stock when the authorisation has been duly obtained to finance property costing £1,236,229 and to repay bank loans. Revenue for the past year was £27,707 up at £309,302 and the shares at 23s. 6d. yield 6 3/8 per cent. on the usual 7 1/2 per cent. dividend paid.

NORTH BRITISH & MERCANTILE

INSURANCE Co., Ltd.

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Total Income Exceeds £10,501,760

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Letters to the Editor

CONVOY IN WAR

Sir,—The safety of England lies in the one word "Convoy." The Prime Minister's speech about overseas food reaffirms it. Convoy empties the seas of undefended single-ship targets by grouping them into one defended target almost as difficult to find in the vast ocean spaces as one ship. Convoy is the true defence against both submarines and surface raiders.

Yet Mr. Duff Cooper in his reply to Mr. Loftus (Hansard, June 29, page 1,893) says that "it must not be assumed that every merchant ship will be at all times and in all places protected by convoy," and he gives this as a reason for arming merchant ships; a "flat-catching" idea that seems right but is wrong. His is a confession of lack of escorting ships. Arming a merchant ship with a gun converts her into a weak fighting ship that cannot be boarded but can lawfully be sunk at sight. Thus her gun increases her danger and not her safety when alone.

A gun whether in warship or merchant ship, is no defence against submerged submarines. Detectors and depth charges are the only real counter to submarines and those can only be used by highly-trained crews in specially fitted small warships. There are now many more potential enemy submarines, so more lone ships will be sunk. Ships in properly escorted convoys will be safe against both submarines and surface raiders.

The business of merchant ships is to carry cargoes, that of warships to defend the cargoes, and the two functions should be kept apart. Putting guns in merchant ships is as wrong as putting cargoes in warships. The building of enough moderate-speed, coal-fired, hardfighting, convoy-escort warships, strong enough in guns and armour and detectors and depth charges to defeat any threatened attacks on convoys, has been prevented by building six non-fighting, immensely costly, and fearfully vulnerable floating garages (aircraft-carriers). The present air craze will pass, in the same way as torpedoes are now disappearing from our warships. The building of aircraft-carriers should be stopped and numbers of convoy-escort warships should be built instead for the same money. Convoy in war is vital to England.

GEOFFREY BOWLES, Commander R.N.

25, Catherine-place,
London, S.W.1.

A NEW DIVORCE PROBLEM

Sir,—The announcement that the five judges of the Divorce Court will sit to consider the problem of cases arising out of private deeds of separation

draws attention to a situation which has no parallel in any other country. Thousands of couples in England and Wales have signed these deeds not because they desired to separate mutually but because there was a definite cause which had destroyed the marriage, but a cause could not be disclosed in open court by civil servants, professional people, clergymen, doctors, school teachers, men in the services, and even business men or their wives, who might be deprived of the means to live. Many of these deeds, as we know, have existed for upwards of twenty years, dating from the time when to have matrimonial disclosures in court was regarded as little less than criminal.

This union has always contended that private deeds are a mischief, because they are in law what they are not in fact, mutual agreements to end a marriage and, so long as divorce by mutual consent is not recognised by law, tend to perpetuate a system of permanent separation without the power to remarry, thus paving the way to deplorable results. During the passage of the Herbert Bill through the committee stage this union sent the following resolution to the supporters of the bill: "That in justice to those who executed private deeds under the existing law, which denied divorce save for adultery, no condonation in such a deed of a matrimonial offence which under the bill is a new cause for divorce should be pleadable against a petition for divorce, and a clause to the bill to this effect should be added immediately." The union was informed that any attempt to press this resolution would kill the bill, as the Government would not allow mutual consent to be introduced.

M. L. SEATON-TIEDEMAN,
(Hon. Secretary,

Divorce Law Reform Union.)

55, Chancery-lane,
London, W.C.2.

THE AMAZING TELEGRAM

Sir,—I am sure you would not have reprinted the article of 11 January, 1896, if you had been aware of the documentary evidence which demonstrated that the Emperor William II strongly resisted von Bieberstein's insistence that the message should be sent.

This Foreign Minister, however, was warmly supported by the Kaiser's uncle and Chancellor, Prince Hohenlohe.

The Kaiser had to choose between signing the message or dismissing his too constitutional advisers. If he had adopted the latter course a storm would have arisen in Germany where the Press had often criticised the Kaiser very sharply for his Anglophile attitude.

While signing the telegram, the Kaiser told his uncle:

"Long after you are dead this will mean war with England."

W. H. H. WATERS.

Brigadier General.

Army and Navy Club,
Pall Mall, S.W.1.

From Our Files

29 May, 1897

MAINLY ABOUT SHAKESPEARE

"Othello." Lyric Theatre, 22 May, 1897.

"Antony and Cleopatra." Olympic Theatre, 24 May, 1897.

"Belle Belair." A new play in four acts, by R. R. Lumley. Avenue Theatre, 19 May, 1897.

IF only I were a moralist, like Shakespeare, how I could improve the occasion of the fall of the once Independent Theatre! A fortnight ago that body, whose glory was its freedom from actor-managership and its repertory of plays which no commercial theatre would produce, was hanging the wreath on the tip-top of the Independent tower over its performance of the "Wild Duck." This week it has offered us, as choice independent fare, the thirty-year-old "acting version" of Shakespeare's "Antony and Cleopatra," with which Miss Janet Achurch made a sensation the other day in Manchester. I ask the directors of the Independent Theatre what they mean by this? I ask it as a shareholder who put down his hard-earned money for the express purpose of providing a refuge from such exhibitions. I ask it as a member of the body politic, whose only hope of dramatic nutrition is in the strict specialisation of these newly and painfully evolved little organs, the Independent and New Century Theatres. I ask it as a critic who has pledged himself for the integrity of the Independent Theatre as recklessly as Falstaff did for Pistol's honesty. Even Pistol was able to retort on Falstaff, "Didst thou not share? Hadst thou not fifteen pence?" But I have not had fifteen pence: I have only had an afternoon of lacerating anguish, spent partly in contemplating Miss Achurch's overpowering experiments in rhetoric, and partly in wishing I had never been born.

If I speak intemperately on this matter, please to remember what I have endured throughout a quarter of a century of playgoing. Years ago—how many does not matter—I went to the theatre one evening to see a play called "The Two Roses," and was much struck therein by the acting of one Henry Irving, who created a modern realistic character named Digby Grand in a manner which, if applied to an Ibsen play now, would astonish us as much as Miss Achurch's Nora astonished us. When next I saw that remarkable actor, he had gone into a much older established branch of his business, and was trying his hand at "Richelieu." He was new to the work; and I suffered horribly; the audience suffered horribly; and I hope (though I am a humane man, considering my profession) that the actor suffered horribly. For I knew what rhetoric ought to be, having tasted it in literature, music and painting; and as to the stage I had seen great Italians do it in the days

when Duse, like Ibsen, had not arrived. After a long period of convalescence, I ventured again to the Lyceum, and saw "Hamlet." There was a change. Richelieu had been incessantly excruciating: Hamlet had only moments of violent ineptitude separated by lengths of dullness; and though I yawned, I felt none the worse next morning. When some unaccountable impulse led me to the Lyceum again (I suspect it was to see Miss Ellen Terry), "The Lady of Lyons" was in the bill. Before Claude Melnotte had moved his wrist and chin twice, I saw that he had mastered the rhetorical style at last. His virtuosity of execution soon became extraordinary. His "Charles I," for instance, became a miracle of the most elaborate class of this sort of acting. It was a hard-earned and well-deserved triumph; and by it his destiny was accomplished; the anti-Irvingites were confuted; the caricaturists were disconcerted; and the foreign actor could no longer gasp at us when we talked of Irving as a master of his art. But suppose he had forgone this victory! Suppose he had said, "I can produce studies of modern life and character like Digby Grand. I can create weird supernatural figures like Vanderdecken (Vanderdecken, now forgotten, was a masterpiece), and all sorts of grotesques. But if I try this rhetorical art of making old-fashioned heroics impressive and even beautiful, I shall not only make a fool of myself as a beginner where I have hitherto shone as an adept, but—what is of deeper import to me and the world—I shall give up a fundamentally serious social function for a fundamentally nonsensical theatrical accomplishment." What would have been the result of such a renunciation? We should have escaped Lyceum Shakespeare; and we should have had the ablest manager of the day driven by life-or-death necessity to extract from contemporary literature the proper food for the modern side of his talent, and thus to create a new drama instead of galvanising an old one and cutting himself off from all contact with the dramatic vitality of his time. And what an excellent thing that would have been both for us and for him!

Now what Sir Henry Irving has done, for good or evil, Miss Janet Achurch can do too. If she is tired of being "an Ibsenite actress" and wants to be a modern Ristori, it is clear that the public will submit to her apprenticeship as humbly as they submitted to Sir Henry Irving's. Mr. Grossmith may caricature her at his recitals; flippant critics may pass jests through the stalls or pittites with an ungovernable sense of the ludicrous burst into guffaws; the orchestra may writhe like a heap of trodden worms at each uplifting of her favourite tragic wail; but now, as at the Lyceum of old, the public as a whole is clearly at her mercy; for in art the strength of a chain is its strongest link; and once the power to strike a masterstroke is clearly felt, the public will wait for it patiently through all extremities of experimental blundering. But the result will repeat itself as surely as the process. Let Miss Achurch once learn to make the rhetorical drama plausible, and thenceforth she will never do anything else. Her interest in life and character will be supplanted by an interest in plastique and execution; and she will come to regard emotion simply as the best of lubricants and stimulants,

caring nothing for its specific character so long as it is of a sufficiently obvious and facile sort to ensure a copious flow without the fatigue of thought. She will take to the one-part plays of Shakespeare, Schiller, Giacometti, and Sardou, and be regarded as a classic person by the Corporation of Stratford-on-Avon. In short, she will become an English Sarah Bernhardt. The process is already far advanced. On Monday last she was sweeping about, clothed with red Rossetian hair and beauty to match; revelling in the power of her voice and the steam pressure of her energy; curving her wrists elegantly above Antony's head as if she were going to extract a globe of gold fish and two rabbits from behind his ear; and generally celebrating her choice between the rare and costly art of being beautifully natural in lifelike human acting, like Duse, and the comparatively common and cheap one of being theatrically beautiful in heroic stage exhibition. Alas for our lost leaders! Shakespeare and success capture them all.

"Othello" at the Lyric was a much less trying experience. "Antony and Cleopatra" is an attempt at a serious drama. To say that there is plenty of bogus characterisation in it—Enobarbus, for instance—is merely to say that it is by Shakespeare. But the contrast between Cæsar and Antony is true human drama; and Cæsar himself is deeper than the usual Shakespearean stage king. "Othello," on the other hand, is pure melodrama. There is not a touch of character in it that goes below the skin; and the fitful attempts to make Iago something better than a melodramatic villain only make a hopeless mess of him and his motives. To any one capable of reading the play with an open mind as to its merits, it is obvious that Shakespeare plunged through it so impetuously that he had it finished before he had made up his mind as to the character and motives of a single person in it. Probably it was not until he stumbled into the sentimental fit in which he introduced the willow song that he saw his way through without making Desdemona enough of the "supersubtle Venetian" of Iago's description to strengthen the case for Othello's jealousy. That jealousy, by the way, is purely melodramatic jealousy. The real article is to be found later on in "A Winter's Tale," where Leontes is an unmistakable study of a jealous man from life. But when the worst has been said of "Othello" that can be provoked by its superficiality and staginess, it remains magnificent by the volume of its passion and the splendour of its word-music, which sweep the scenes up to a plane on which sense is drowned in sound. The words do not convey ideas: they are streaming ensigns and tossing branches to make the tempest of passion visible. In this passage, for instance:

"Like to the Pontic sea,
Whose icy current and compulsive course
Ne'er feels retiring ebb, but keeps due on
To the Propontic and the Hellespont,
E'en so my bloody thoughts, with violent pace,
Shall ne'er look back, ne'er ebb to humble love
Till that a capable and wide revenge
Swallow them up,"

if Othello cannot turn his voice into a thunder and surge of passion, he will achieve nothing but a

ludicrously misplaced bit of geography. If in the last scene he cannot throw the darkness of night and the shadow of death over such lines as

"I know not where is that Promethean heat
That can thy light relume,"

he at once becomes a person who, on his way to commit a pettish murder, stops to philosophize foolishly about a candle end. The actor cannot help himself by studying his part acutely; for there is nothing to study in it. Tested by the brain it is ridiculous: tested by the ear, it is sublime. He must have the orchestral quality in him; and as that is a matter largely of physical endowment, it follows that only an actor of certain physical endowments can play Othello. Let him be as crafty as he likes without that, he can no more get the effect than he can sound the bottom C on a violoncello. The note is not there, that is all; and he had better be content to play Iago, which is within the compass of any clever actor of normal endowments.

When I have said that Mr. Wilson Barrett has not this special musical and vocal gift, I have said everything needful; for in this matter a miss is as good as a mile. It is of no use to *speak* "Farewell the tranquil mind"; for the more intelligently and reasonably it is spoken the more absurd it is. It must affect us as "Ora per sempre addio, sante memorie" affects us when sung by Tamagno. Mr. Wilson Barrett is an unmusical speaker except when he is talking Manx. He chops and drives his phrases like a smart carpenter with a mallet and chisel, hitting all the prepositions and conjunctions an extra hard rap; and he has a positive genius for misquotation. For example:

"Of one that loved not wisely but well"
and

"Drop tears down faster than the Arabian trees,"
both of which appear to me to bear away the palm from Miss Achurch's

"By the scandering of this pelleted storm."

It is a pity that he is not built to fit Othello; for he produces the play, as usual, very well. At the Lyceum every one is bored to madness the moment Sir Henry Irving and Miss Terry leave the stage: at the Lyric, as aforesaid at the Princess's, the play goes briskly from beginning to end; and there are always three or four successes in smaller parts sparkling round Mr. Barrett's big part. Thus Mr. Wigney Percyval, the first Cassio I ever saw get over the difficulty of appearing a responsible officer and a possible successor for Othello with nothing but a drunken scene to do it in, divides the honours of the second act with Iago; and Mr. Ambrose Manning is interesting and amusing all through as Roderigo. Mr. Franklin McLeay, as Iago, makes him the hero of the performance. But the character defies all consistency. Shakespeare, as usual, starts with a rough general notion of a certain type of individual, and then throws it over at the first temptation. Iago begins as a coarse blackguard, whose jovial bluntness passes as "honesty," and who is professionally a routine subaltern incapable of understanding why a mathematician gets promoted over his head. But the moment a stage effect can be made, or a fine speech

brought off by making him refined, subtle and dignified, he is set talking like Hamlet, and becomes a godsend to students of the "problems" presented by our divine William's sham characters. Mr. McLeay does all that an actor can do with him. He follows Shakespeare faithfully on the rails and off them. He plays the jovial blackguard to Cassio and Roderigo and the philosopher and mentor to Othello just as the lines lead him, with perfect intelligibility and with so much point, distinction and fascination that the audience loads him with compliments, and the critics all make up their minds to declare that he shows the finest insight into the many sided and complex character of the prince of villains. As to Miss Maud Jeffries, I came to the conclusion when she sat up in bed and said, "Why I should fear, I know not" with pretty petulance that she did not realise the situation a bit; but her voice was so pathetically charming and musical, and she so beautiful a woman, that I hasten to confess that I never saw a Desdemona I liked better. Miss Frances Ivor, always at her best in Shakespeare, should not on that account try to deliver the speech about "lashing the rascal naked through the world" in the traditional Mrs. Crummles manner. Emilia's really interesting speeches, which contain some of Shakespeare's curious anticipations of modern ideas, were of course cut; but Miss Ivor, in what was left, proved her aptitude for Shakespearean work, of which I self-denyingly wish her all possible abundance.

Mr. Barrett's best scene is that in which he reads the despatch brought by Lodovico. His worst—leaving out of account those torrential outbreaks of savagery for which he is too civilized—is the second act. The storm, the dread of shipwreck, the darkness, the fierce riot, the "dreadful bell that frights the isle from its propriety," are not only not suggested, but contradicted, by the scenery and management. We are shown a delightful Mediterranean evening; the bell is as pretty as an operatic angelus; Othello comes in like a temperance lecturer; Desdemona does not appear; and the exclamation,

"Look, if my gentle love be not raised up—
I'll make thee an example,"

becomes a ludicrously schoolmasterly "I'll make thee an example," twice repeated. Here Mr. Barrett makes the Moor priggish instead of simple, as Shakespeare meant him to be in the moments when he meant anything beyond making effective stage points. Another mistake in management is the business of the portrait in the third act, which is of little value to Othello, and interrupts Iago's speeches in a flagrantly obvious manner.

"Belle Belair" at the Avenue is a primitive and not very robust specimen of modern comedy, pleasantly held up by a cast which includes Mrs. John Wood, Mr. Weedon Grossmith, Mr. Martin Harvey and Miss Irene Vanbrugh. The title part was probably meant for Miss Ada Rehan rather than for Mrs. John Wood; but Mrs. John Wood can translate all sorts of parts into Mrs. John Wood parts; so it does not greatly matter. Miss Louise Moodie, Mr. Farquharson and Mr. Beauchamp are also in the cast; so if the piece fails it will not be from underplaying. G.B.S.

The Inner Man

STAR CHAMBER DINNERS

WE publish to-day the conclusion of the accounts submitted for the dinners served to the Lords of the Star Chamber at the Sovereign's expense. Drawn from the contemporary MSS. covering the period from the reign of Henry VIII to that of Charles I, this first-hand evidence of the way our forefathers ate and the cost of their food is of interest to all concerned with the art of Good Living.

55. COALS. Item paid for 6 loads coals, every load containing 32 quarters at 5d. the quarter . . . £3 15s. 0d.
FAGGOTS. Item paid for six hundred faggots, for every hundred 3s. . . 18s.
TALLWOOD. Item for 200 tallwood, for every hundred 4s. 8d. . . 9s. 4d.
Item for scouring of vessels and for earthen pots for the kitchen . . . 14d.
A GARNISHED VESSEL. Item paid for a garnished vessel weighing 92 lbs for every lb 5d. . . 38s. 4d.
A CHEST. Item for a chest to lay napery within . . . 6s. 8d.
Sum 9L 17s. 9d.

56. Monday, the 21st day of February.

Item for bread 18d. Item Ale 2s. Beer 9d. . . 4s. 3d.
Item a sirloin and a half of beef 2s. 6d. A rump beef 6d.
7 marrowbones 14d. 3 loins mutton 21d. 4 breasts veal 2s. 8d. 3 capons 6s. 4d. 3 hens 3s. A leg veal 8d. A kid 4s. Half a lamb 12d. A pheasant 2s. 4 partridges 2s. 8d. 10 cocks 3s. 4d. 12 chickens 18d. 8 teals 20d. Bacon 20d. 3 doz. larks 18d. A neck mutton 4d. Half a hundred eggs 10d. 3 conies 9d. Butter 12d. Flour 8d. Spices 4s. Herbs 3s. Onions 2d. Oranges 4d. Apples 16d. Wardens 6d. Trenchers 14d. Cups 5d. Salt sauce 8d. Boathire 14d. Cook's wages 2s. 4d. . . 52s. 9½d.

57. Tuesday, the 22nd day of February.

Item for bread 18d. Item Ale 2s. Beer 11d. . . 4s. 5d.
Item a sirloin and a half beef 2s. 6d. 3 loins mutton 21d. A rump beef 8d. 6 marrowbones 12d. A sirloin beef to roast 2s. 3 capons 6s. 8d. 3 hens 3s. A kid 4s. Half a lamb 12d. 2 pheasants 3s. 4d. 4 partridges 2s. 8d. 10 cocks 3s. 4d. 12 chickens 18d. A neck mutton 4d. 4 plovers 10d. 3 doz. larks 18d. Eggs 9d. Flour 8d. Butter 12d. Spices 3s. Herbs 4d. Onions 4d. Apples 20d. Wardens 6d. Trenchers 14d. Cups 5d. Salt sauce 12d. Cook's wages 2s. 4d. Boathire 13d. . . 49s. 3¼d.
Sum 110s. 9d.

58. Wednesday, the 23rd day of February.

Item for bread 18d. Item Ale 2s. and Bread 9d. . . 4s. 3d.
Item a ling 16d. A greenfish 18d. 2 pikes 6s. A salmon 9s. 3 haddocks 2s. 30 whittings 22d. 6 mullets 6s. Lampreys for stew 8d. Lampreys for stew and roast 18d. Eels to roast 15d. Eels to bake 16d. Eels to stew 6d. Oysters 4d. Smelts 8d. Crabs 12d. Butter 16d. Crude Flour 8d. A gurnard 16d. Oil 12d. White herring 6d. Baconherring 6d. Herbs 3d. Salt and sauce 8d. Apples 20d. Wardens 4d. Spices 4s. Boathire 14d. Cook's wages 2s. 4d. Trenchers 14d. Cups 5d. Half a hundred eggs 10d. . . 52s. 3¼d.

59.

Item for 5 hogshhead of Claret wine, for every hogshhead 26s. 8d. . . £6 13s. 4d.
Item to the porters for the carriage of the same wine and laying of it in the cellar at Westminster . . . 4s. 4d.
Item paid for a chafing dish for the Council . . . 3s.
Item for 3 faskets 15d. For 2 baskets 6d. For 2 pails 9d. For ladles and a shovel for coals 12d. . . 3s. 6d.
Sum 10L 5d.

THE NATIONAL Review

Incorporating the English Review

Vol. 110, No. 665. July, 1938

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